

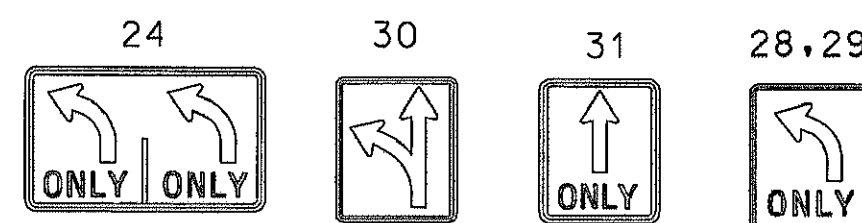
US 29 IS ASSUMED TO RUN
IN A NORTH/SOUTH DIRECTION

EXISTING SIGNS TO REMAIN



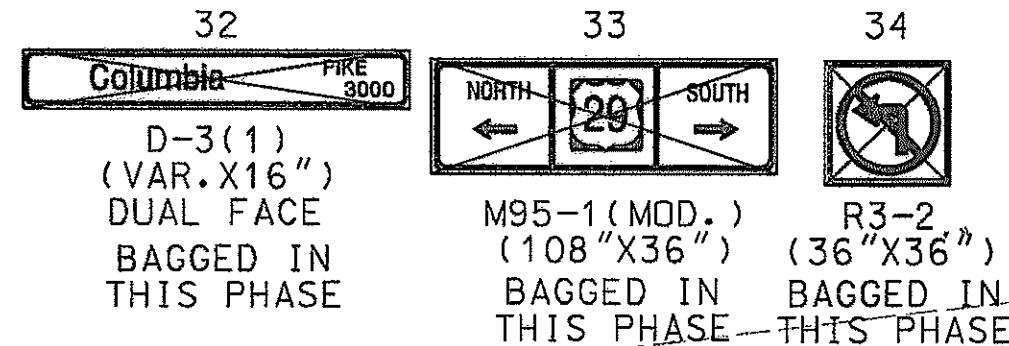
Briggs Chaney RD 3000

EXISTING SIGNS TO BE RELOCATED

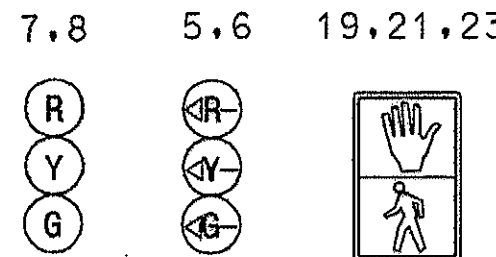


25
Briggs Chaney RD 3000

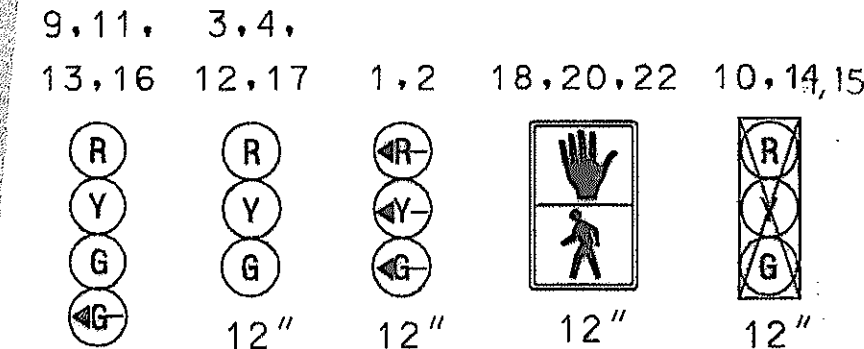
PROPOSED SIGNS



EXISTING SIGNALS TO REMAIN

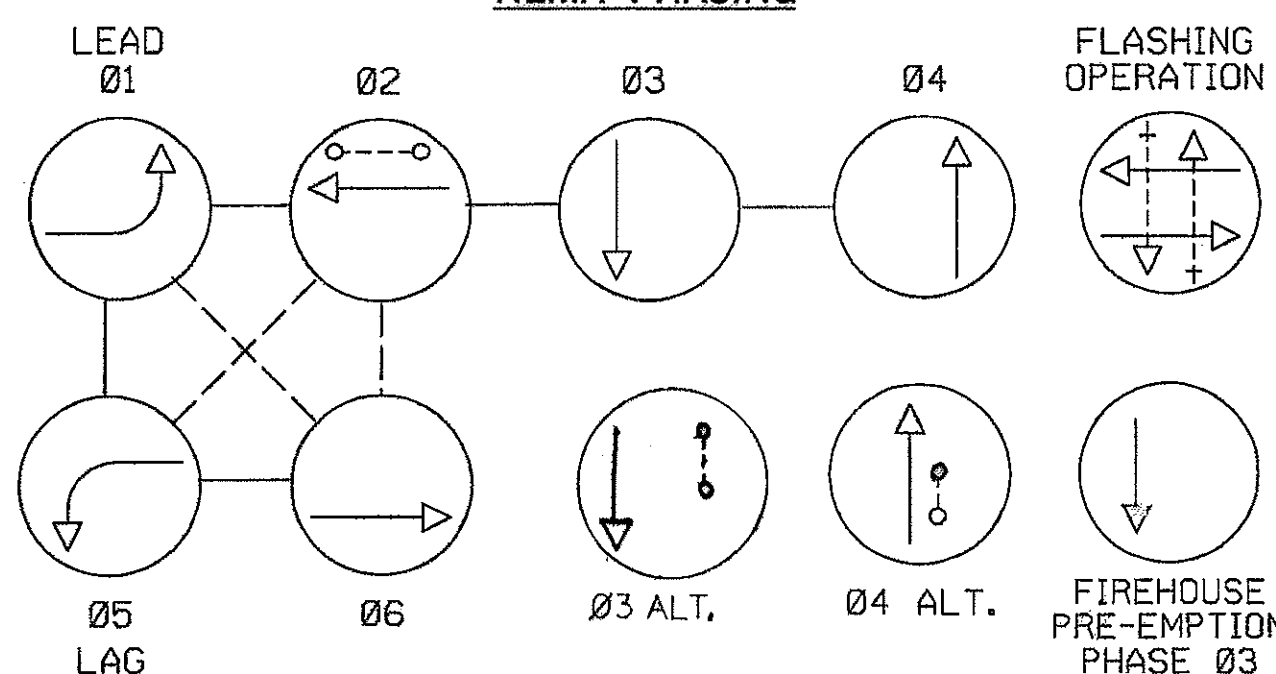


PROPOSED SIGNALS



PROPOSED VIDEO
DETECTION CAMERA

NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

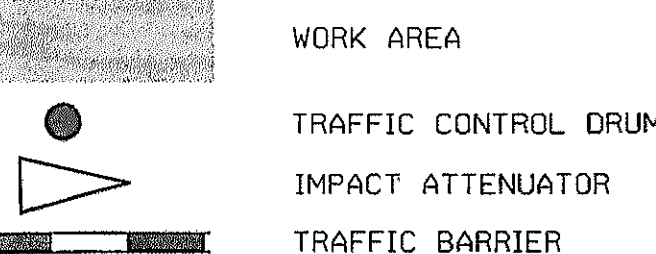
US 29 S.B.R

US 29 N.B.R

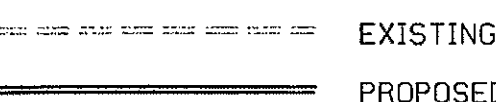
CONSTRUCTION DETAILS

- INSTALL CONCRETE FOUNDATION WITH A 14 IN. x 32 FT. (TWO PLY) STEEL SIGNAL POLE WITH SPAN WIRE, 2-3" WEATHERHEADS, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN, 15' LIGHTING BRACKET ARM, 250 WATT HPS LUMINAIRE WITH PHOTOCELL, BACKGUY AND ANCHOR ASSEMBLIES (NOTE: TWO-3 IN. PVC SCHEDULE 80 CONDUIT BEND). STA. 419+38 RT 118'.
- INSTALL CONCRETE FOUNDATION WITH A 14 IN. x 32 FT. (TWO PLY) STEEL SIGNAL POLE WITH SPAN WIRE, OVERHEAD VIDEO DETECTION CAMERA, PEDESTRIAN SIGNAL HEADS, 3 IN. WEATHERHEAD, PUSHBUTTON AND SIGN, 15' LIGHTING BRACKET ARM, AND 250 WATT HPS LUMINAIRE WITH PHOTOCELL (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND). STA. 419+50 LT 91'.
- INSTALL CONCRETE FOUNDATION WITH A NEMA SIZE 6 BASE MOUNTED CONTROLLER AND CABINET WITH ELECTRICAL UTILITY SERVICE EQUIPMENT FOR UNDERGROUND SERVICE (NOTE: TWO-2" AND FOUR-4" PVC SCHEDULE 80 CONDUIT BENDS). STA. 419+59 RT 113'.
- INSTALL 3/8 IN. STEEL SPAN WIRE WITH 1/4" TETHER WIRE, SIGNAL HEADS, AND SIGNS AS SHOWN.
- INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- INSTALL HANDHOLE.
- RELOCATE EXISTING SIGN FROM EXISTING SPAN WIRE TO NEW SPAN WIRE.
- REMOVE EXISTING BASE MOUNTED CONTROLLER CABINET, FOUNDATION 12 IN. GRADE AND BACKFILL.
- REMOVE EXISTING STRAIN POLE, ALL ASSOCIATED EQUIPMENT, FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
- REMOVE EXISTING SPAN WIRE AND ALL ASSOCIATED EQUIPMENT.
- INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 3 IN. SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED STUB OUT CONDUIT BEND AT BASE OF POWER POLE.
- REMOVE EXISTING PAVEMENT MARKINGS.
- INSTALL 24 IN. WHITE, PERMANENT PREFORMED PAVEMENT MARKINGS FOR STOP LINE.
- INSTALL 12 IN. WHITE, PERMANENT PREFORMED PAVEMENT MARKINGS FOR CROSSWALK.
- REMOVE EXISTING PEDESTRIAN POLE, ALL ASSOCIATED EQUIPMENT, FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. (POLE NOT TO BE REMOVED UNTIL THE END OF THIS PHASE OF MOT.)
- INSTALL OVERHEAD VIDEO DETECTION CAMERA ON EXISTING LIGHTING ARM.
- INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED
- INSTALL BACKGUY AND ASSEMBLIES TO EXISTING STRAIN POLE AS SHOWN.
- INSTALL CONCRETE FOUNDATION AND A 27 FT. STEEL POLE WITH SINGLE 70 FT. MAST ARM, SIGNAL HEADS, PEDESTRIAN SIGNALS, PUSHBUTTON AND SIGN, OVERHEAD VIDEO DETECTION CAMERA, 15 FT. LIGHTING BRACKET ARM, 250W HPS LUMINAIRE WITH PHOTOCELL. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND). STA. 419+27 RT. 113'.

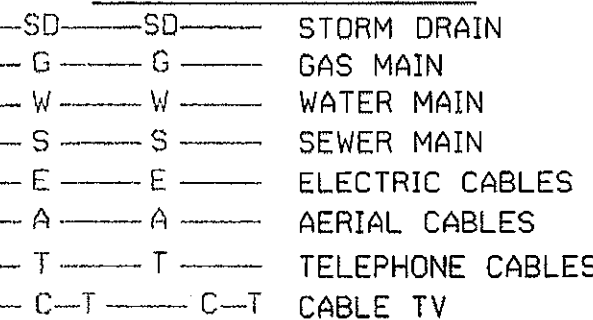
MAINTENANCE OF TRAFFIC LEGEND



GEOMETRIC LEGEND



UTILITY LEGEND



GENERAL NOTES

- VIDEO CAMERA PLACEMENT/ LOCATION/ ALIGNING SHALL BE COORDINATED WITH MONTGOMERY COUNTY'S TRANSPORTATION MANAGEMENT CENTER.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING TEMPORARY SIGNAL EQUIPMENT. IF CONFLICTS WITH THESE UTILITIES ARE IDENTIFIED, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL TEMPORARY POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- THE CONTRACTOR SHALL MAINTAIN A SAFE REFUGE IN THE CENTER MEDIAN FOR PEDESTRIAN TRAFFIC.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED IN THIS PHASE OF MOT EXCEPT THE CONTROLLER UNIT SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL OF EACH CABLE.
- FOR PROPOSED PAVEMENT MARKINGS OTHER THAN THOSE DETAILED ON THIS PLAN REFER TO THE MOT PLANS IN THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- TRAFFIC SIGNAL HEADS 10.14.15 AND SIGNS 32.33 AND 34 SHALL BE BAGGED IN THIS PHASE AND SHALL BE MADE OPERATIONAL IN MOT STAGE 1/ PHASE B.

TSP 7

M.O.T. STAGE 1 / PHASE A

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ROCKVILLE, MARYLAND	
RECOMMENDED BY	CHIEF, TRANS. SYSTEM MANAGEMENT SECTION
REVIEWED BY	ENGINEERING SERVICES SPECIALIST DIV. OF TRAFFIC AND PARKING SERVICES
APPROVED BY	CHIEF, DIV. OF TRAFFIC AND PARKING SERVICES
SABRA, WANG & ASSOCIATES, INC. 1504 JOH. AVENUE SUITE 100 BALTIMORE, MD 21207 WWW.SABRA-WANG.COM	

REVISIONS	
1	MOT STAGE 1/ PHASE A SHA NO. M08685170 02/03
2	REPLACE ALL SIGNAL HEADS WITH BLACK FACES 04/02
3	ADD CROSSWALKS, CURB RAMPS, AND PEDESTRIAN SIGNALS 04-01-94

APPROVALS	
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION	
ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
DIRECTOR, OFFICE OF TRAFFIC & SAFETY	

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION Office of Traffic & Safety TRAFFIC ENGINEERING DESIGN DIVISION TEMPORARY TRAFFIC SIGNAL PLAN US 29 AT BRIGGS CHANEY ROAD INTERCHANGE IMPROVEMENTS			
DRAWN BY: BRUCE THOMPSON	F.A.P. NO. S.H.A. NO.	TS NO. 1485 C	SHEET NO.
CHECKED BY:	COUNTY: MONTGOMERY	T.I.M.S. NO. F-357	120 OF 504
SCALE: 1" = 20'	LOG MILE: 15002908.31		
DATE: 01/25/89			